



# Hongkong Daily Press.

ESTABLISHED 1857

GENUINE  
1865  
BRANDY.  
\$42.00 PER DOZ.  
H. PRICE & CO.  
13, QUEEN'S ROAD.

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HONGKONG, SATURDAY, JUNE 29TH, 1901.

Price, \$2½ per Month

**WATSON'S**  
**"B"**  
SUPERIOR VERY OLD  
COGNAC  
BRANDY.  
A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.  
WINE SHIPPERS SINCE 1815,  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. T. ANDERSON,  
Hongkong, 13, Praya Central.

JOHN WALKER & SONS'  
FAMOUS  
KILMARNOCK WHISKY.  
This World-renowned  
Fine OLD HIGHLAND WHISKY,  
Shippers—CUTLER, PALMER & CO.  
is obtainable in Hongkong of their Agents.  
SIEMSSSEN & CO.  
Hongkong, 1st January, 1901.

CUTLER, PALMER  
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PRICE \$10.75 PER DOZEN  
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"SPECIAL BLEND" WHISKY  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.  
TIME TABLE.

WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 2.30 p.m. Every 10 minutes.  
9.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m., very 1 hour.  
SUNDAYS.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Company's Office, 88 & 10, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901.

VICTORIA  
CYCLE  
EMPORIUM.

The pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

MCKIRDY & CO.  
43 & 45, QUEEN'S ROAD EAST.  
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GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.  
\$5.10 per Cwt. of 375 lbs. net ex Factory.  
\$3.30 per Bag of 250 lbs.  
SHIWAN TOWNS & CO.  
General Managers.  
Hongkong, 1st June, 1901.

COLD STORAGE.  
THE HONGKONG ICE COMPANY, LIMITED  
is now prepared to receive perishable provisions for Cold Storage at EAST POINT at Moderate Rates.

W.M. PARLANGE,  
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Hongkong, 17th February, 1899.

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AND CHEMICALS.  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
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WATKINS' CROWN BRANDY,  
UNSURPASSABLE FOR PURITY AND  
FLAVOUR.

SEE THAT EACH BOTTLE BEARS OUR NAME AND TRADE MARK.

WATKINS, LIMITED.  
THE VICTORIA DISPENSARY  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER. SODA WATER.  
LEMONADE. GINGER ALE.  
SABSAFARILLA. RASPBERRYADE.  
TONIC WATER. LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

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This is one of the most Popular Brands in London. Supplied to ALL the principal  
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PRICE... \$42.00 \$40.00

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A most delicious Sparkling wine and extremely moderate in price.

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ANOTHER FINE COGNAC, \$16.75 per doz.

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AGENTS—SIEMSSSEN & CO., HONGKONG.

157

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EXTRA SPECIAL FINEST LIQUEUR

WHISKY.

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FINE PRODUCTS OF WELL-KNOWN HIGHLAND DISTIL-  
LERIES, THOROUGHLY MATURED IN SHERRY CASKS IN  
BOND, AND ARE UNRIVALLED IN DELICACY OR FLAVOUR.

SOLE AGENTS—

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WINE AND SPIRIT MERCHANTS.

15 Queen's Road, Hongkong, 26th June, 1901.

[144]

W.M. PARLANGE,  
Manager.

Hongkong, 17th February, 1899.

[155]

[140]

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[157



## POLICE COURT.

Friday, 28th June.

BEFORE MR. HAZLARD.

THE RECENT FATAL COLLAPSE OF BUILDINGS.  
The enquiry into the cause of the collapse of buildings Nos. 45 and 47, High Street, on the 15th instant, while they were in process of reconstruction, when three Chinese carpenters were killed, was opened yesterday afternoon at 2.15.

The first witness called was Dr. Bell, who gave evidence to the nature of the injuries sustained by the victims of the accident. Dr. Bell's statement was to the following effect: On the 16th instant I examined the body of a man named Chan Chun, aged about 44, at the Government Mortuary. I found most of his ribs on the right side broken, one lung injured and the right chest full of blood. He died of hemorrhage of the wound in the lung. Wong Ming, aged about sixty, I examined next. He had his right thigh and right arm broken and several ribs. These injuries caused his death. The following day I examined the last man, named Ah Min, about 36 years of age. His injuries were the same as the first man's. The cause of death was hemorrhage of the lung.

The second witness was the Chinese foreman of the buildings. He stated that he was present at the time of the collapse, and knew that three men lost their lives by it. A similar statement was made by a coolie who was engaged on the buildings.

Inspector Baker testified to hearing of the collapse in High Street on the 15th and said he at once hurried to the scene of disaster with as many constables as were available. At 9.30 p.m. the first body, that of Chan Chun, was found in the basement of No. 45, and later on the body of Wong Ming in the debris of house No. 47. The third body was not found till the following day.

Mr. H. H. Tooker, executive Engineer, P.W.D., was called. He said:

I am Acting Assistant Director of Public Works. On the 18th inst., I visited Nos. 45 and 47 High Street, which houses had collapsed. The place of the incident was covered with debris. The debris has since been removed, and I inspected the places again three times during the past week. These houses, Nos. 45 and 47, High Street, are two of a row, numbered from 35 to 49 inclusive, which were undergoing at the time of the accident alterations to abut on Centre Street. A plan under the Building Ordinance was submitted on the 1st of January by Mr. C. E. Warren as agent for the owner. Mr. Warren describes the work as follows: "To construct balconies in Nos. 35 to 49 and add an additional floor to the houses." The plans were acknowledged by the Public Works Department on the 30th of January this year. These houses originally only consisted of a basement, a ground-floor, and a first floor. When I examined into the accident, the western wall of No. 49, which abuts on Centre Street, was considerably cut off, plumb, and the whole of 49 was leaning considerably to the west. About twelve feet of the wall in length had been pulled down and rebuilt, more than was shown in the plan. Two more windows had been opened in this wall on the first floor, neither having been shown in the plan. The foundation of this wall consisted of large loose rubble stones, undressed, and its basement consisted of rubble masonry, very badly built, without mortar. In it were large cavities into which I could put my hand. I attribute the cause of the accident to the bad state of the base of the western wall of No. 49, and the insufficiency of this wall and of its foundation to carry any additional floor. When a plan is submitted to the Public Works Department to see that the work shown on the plan is in accordance with the Building Ordinance, I am of opinion that the additional brick-work of the western wall of No. 49 and the addition of two windows on the first floor which were not on the plan would have helped to cause the accident.

His Worship.—But the buildings would have collapsed anyhow?

Mr. Tooker.—Yes, probably.

Mr. C. E. Warren stated that he was an architect and contractor.

His Worship: Where you not formerly in the Sanitary Department?

Mr. Warren: Yes.

His Worship: When did you leave?

Mr. Warren: Last December.

His Worship: Where were you previous to being in the Sanitary Department?

Mr. Warren: I was in the Public Works Department for six years.

His Worship: In reference to these houses, what was your position?

Mr. Warren: Last December I was asked by the owner of the houses Nos. 35 to 49 inclusive to draw a plan for an additional floor and balcony.

His Worship: Did you draw the plan?

Mr. Warren: Yes, I drew the plan and sent them to the Public Works Department for approval. They came back approved.

His Worship: Did you have anything else to do with the buildings?

Mr. Warren: No.

His Worship: Then you had nothing whatever to do with buildings except drawing the plan.

Mr. Warren: I had nothing more to do with it. I simply handed the plans to the owner Liang Wong.

His Worship: What is the owner?

Mr. Warren: A contractor.

His Worship asked Mr. Tooker if he wished to ask witness any questions.

Mr. Tooker: Your Worship, please ask Mr. Warren if he does not consider it his duty to see first if the foundation would stand the added additional weight.

The question was asked and witness admitted that he did consider it his duty, but added that though it is customary, it is seldom done.

Mr. Tooker: Was Mr. Warren aware that the contractor pulled down twelve feet more of the old wall than was shown in the plan?

Mr. Warren: No, I was not aware of the fact until after the accident.

Mr. Warren showed His Worship a plan how and where the wall was pulled down.

His Worship at this point requested Mr. Tooker to get him a copy of the plan by next Tuesday, until which day the further investigation of the case had been postponed.

BEFORE MR. KEMP.

## ILLEGIT OPium.

A mother and son were charged by Chief Excise Officer Spooner with having, the former five tael's prepared opium, and the latter two and a-half tael's. The mother was fined \$100, and the son \$70.

## THE BITE BIT.

Ling Ah Sun, a groom employed at Kennedy's stable, Jardine's Bazaar, charged Mr. R. Hill, an employee of Mr. Kennedy, and Mr. David Kennedy of Kennedy's stable near the Peak Tramway Station, with assault. As he

could not substantiate his charges, defendants were discharged.

From a prosecutor Ling Ah Sun now became the accused and had to take his stand to answer the charges put by former two defendants of using indecent and insulting language, calculated to provoke complainers and cause a breach of the peace. Messrs. Hill and Kennedy both testified that defendant abused them over a dispute arising out of a question of wages, using a very indecent term. Both denied having struck accused. The court bound defendant out to keep the peace for six months under a bond of \$100.

## JOINT STOCK SHARES.

Messrs. Vernon and Smyth say in their weekly share report, dated Hongkong, 28th June.—The influence of the settlement to be effected to-morrow has rendered business during the period which has elapsed since our last report very fitful, and rates have generally ruled erratic.

BANKS.—Hongkong and Shanghai have been placed at 388 per cent. premium and at 390 per cent. premium, but at the close the market appears to have receded to 387½ per cent. premium. The London rates remain at £61. 10s. Nationals and Bank of China are unchanged at quotations.

MARINE INSURANCES.—The only change to note is in China Traders, in which business has been done at \$80; the closing rate is \$60 with sellers. North China continue in demand at Tls. 180.

FIRE INSURANCES.—Hongkong Fires are steady at \$350, at which sales are reported. China Fires have improved to \$84 at which shares have changed hands, and there are probable further buyers.

SHIPPING.—Hongkong, Canton and Macao continue steady at \$35 with sellers. Indo-China has ruled unduly, and sales are reported from \$151 down to \$147. At the close the market shows an inclination to advance, with buyers at \$149. China Manilas are in request at \$62 and \$52 for the old and new shares respectively. Douglasses have been placed in large lots at \$66, and further shares are probably obtainable at the rate. On time \$88 for August has resulted in business. Shall Transports are quiet and without feature at £2. 12s. 6d.

REFINERIES.—China Sugars are quiet at \$145 and Luzons at \$36.

MINING.—Punjams have further declined to \$31, at which shares are held. Jobekus have sellers at \$44. Rankis are wanted at \$12. Olivers have receded to \$1 with sellers.

DOCKS, WHARVES AND GODDOWNS.—Hongkong and Whampoa Docks have been placed in large lots at \$315, and sales are reported also at \$312½ and \$310; at the close the market appears to be rallying at \$315 with a few sellers. Hongkong and Kowloon Wharves are in the market at \$104. Sales of this stock are reported at \$104½ down to \$103.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have been sold at \$19½ to \$20, and more shares are wanted at the higher rate. Kowloon Lands have been placed at \$30. Hongkong Hotels have been done at \$127½ and \$128, and more shares are wanted. Humphreys Estates are to had at \$131.

COTTON MILLS.—There are no changes to report under this head.

MISCELLANEOUS.—Green Island Cement has been disposed of at \$12½. Hongkong and China Gas have improved to \$140 with buyers. Trainways are wanted at \$240. Steam Water Boats are in request at \$8. Campbell Moore's are in demand at \$20. Cigar Shaves are unchanged.

MEMOS.—Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd., extraordinary general meeting on the 18th July. Hongkong Electric Co., Ltd., ordinary yearly meeting of shareholders on the 6th proximo.

## MOHAMMEDANS IN CHINA.

The *Ostasiatische Lloyd* of the 21st inst., in an editorial on the Turkish mission to China, has the following:

"After the three weeks' stay at Shanghai of the mission sent by the Sultan to warn the Mohammedan population of China not to rebel against the Chinese Government, it has returned via Japan and Vladivostock and through Siberia to Europe. And though the universally expressed opinion was that there was no danger at any time that the Mohammedans of China would raise the flag of rebellion, still we are convinced that the mission was not without its beneficial results. It cannot be denied that the feelings of the delegates were anything but sanguine when first they set foot on Chinese soil. Some wiseacres, claiming a thorough knowledge of the situation, deluded the mission into the belief that there was no connection between the Mohammedans of West Asia, and those of East Europe, that the Mussulmen of China knew nothing of the Khalif of the Golden Horn. A certain plausibility was lent to this statement by the fact that the Mohammedans of the Chinese empire, especially those of Turkestan, often found, on political grounds no doubt, in the Tsar a promoter of their projects and desires. This may possibly influence the Mohammedans in the Chinese empire to a certain extent. But the last week I dispelled all fears of that nature that may have been felt by the mission. Even Puska clearly established the fact that the Mohammedans of the whole of China look upon the Khalif of Constantinople as their spiritual head; so much so that even in political questions they acknowledge his right to direct them. This fact is of great importance, and with whomsoever the thought arose to appeal to the Sultan to use his influence to prevent a rising of his co-religionists in China, or to deprive it of its strength, and thereby indirectly add another guarantee for the integrity of China, it was certainly a thought fully justified."

The writer, continuing, says that the Sultan's influence on his co-religionists in China may certainly prove of vast importance in the future. Mohammedans in China have never yet been persecuted on account of their religious belief. Even in 1860 to 1873, when in the province of Kansu whole towns and districts occupied by Mohammedans were destroyed, not one of the 200,000 Musulmen living in Peking had a hair of his head harmed. All outbreaks of that nature were aroused by the Mohammedans trying to gain political predominance. Dr. Martin puts the number of Mohammedans in the Chinese Empire at ten millions, and this is approximately correct. And as they are not

equally distributed all over the country, but only in the sparsely populated western and northern parts of the empire, it is not impossible that they may try again to get one or other part of the land under their absolute control. The result of such risings has been seen again and again. That the Chinese government does not possess the power to deal successfully with such risings has been proved by the occurrences of last year. Local risings will in the future again compel the European powers to interfere; and no one can deny," continues the writer, "that this sort of interference is dangerous, to the continuance of the integrity of the Chinese empire."

In conclusion the *Ostasiatische Lloyd* says: "In any case, it is soothing to know that in case of a Mohammedan rising in China the Sultan is in a position to give very important help to the Allied Powers."

It may be noted, in connection with this article in the *Ostasiatische Lloyd*, that the St. Petersburg *Novaya Vremya* declares that of his own initiative the Sultan would never have dreamed of such a mission, and the movement is undoubtedly the result of German intrigues at the Porte. It is Germany which has been instilling into the Sultan this new creed of Pan-Islamism, and Russia will be the first and greatest sufferer from any practical outcome of the new idea. "However great be the value to us of the Far East, it cannot stand comparison with that of the Near East. The true interests of the Slav peoples in an outlet to the sea—not far away, but through the Turkish Straits and the Persian Gulf; not Port Arthur, nor Shantung, nor Peituo River can replace for us the Bosphorus. Our policy in the Far East is strictly a national one, but we ought to have brought this Turkish mission into combination with it, instead of leaving the Germans to become its patrons."

## FOOCHOW

The following items are from the *Foochow Echo* of the 22nd June:—

The fire on Wednesday night between Mr. Molinik's house and Ewo garden was not a very serious affair, though there was a good deal of noise in connection with the moving of fire-engine to the spot.

In accordance with time-honoured custom about this period of the year the river is full to overflowing and the bridges are impassable. The Race-Course and Recreation Ground are under water, as is also much of the low-lying land about, but there is no great depth of water, and the paddy fields appear to have no more, so far, than they can comfortably manage on.

That the import trade from France seems to be flourishing is accounted for by the very large and increased quantity of *mousseuse de lait* supplied to Japan.

The United States continue to encroach on

spheres of trade which were formerly considered under the exclusive control of the United Kingdom or other nations. American competition is now a permanent feature of the import trade of Japan and is worthy of the careful attention of British manufacturers. The geographical situation of the United States with regard to Japan and the eagerness with which American manufacturers are seeking a market in this country will make her a competitor more and more formidable as time goes on. In 1890 Americans again secured a number of valuable contracts for the delivery of goods in 1901, including one for rails which was estimated at £72,000. Among the reasons for the very large figures to which the import trade from the United States into Japan rose in 1890 was the fact that the extensive orders, the execution of which was undertaken there in the preceding year, included 20,000 tons of rails, which at the high price then prevailing would account for, say, £160,000. A large quantity of electrical plant for tram-lines and electric lighting and bridge work and wire, as well as four, are also included in the returns.

The business passing in the tea market has been small this week, as compared with last year and previous years at this early period of the season. Prices for Congou are easier, but the tea must lower them yet considerably before the normal daily June transactions can be expected to take place.

## TRANSVAAL NATIVES.

From the annual report of the Folk Lore Society, recently published, it appears that steps are being taken to obtain the appointment of a Commission to inquire into the customs and institutions of the native race of the Transvaal and Orange River Colony. The Council of the Society, acting in conjunction with the Anthropological Institute, have memorialised the Colonial Office praying for the appointment of a Commission to make this inquiry. The suggestions contained in their memorial are said to have been approved by a large number of scientific men and the Colonial Secretary appears to be inclined to move in the matter. Mr. Chamberlain has intimated that the suggestions made will not be lost sight of when the proper time arrives. He, of course, cannot say more just now while the war continues. The argument in favour of action being taken is thus briefly put. "The Council believe it is only by an accurate knowledge of the customs, institutions, and superstitions of the natives that the extremely difficult problems dealing with the native race of South Africa can be satisfactorily solved, while the scientific value of the record which would be obtained by such a Commission, would be hardly less than its administrative value."

Of British shipping Mr. Ley says that it shows an increase of 133 vessels, 492,535 tons, as compared with 1899. The Peninsular and Oriental Steam Navigation Company have sold their two steamers which used to run between Hongkong and Yokohama carrying passengers and cargo, and, at times, mails. The Rosetta and Rohilla are now in Japanese hands. It would appear as if the company had found themselves unable to compete with the heavily subsidised German, French, and Japanese mail lines, and had, in the meantime at least, abandoned a struggle which they had for some time carried on at a disadvantage and with little success.

Passengers wishing to travel home by a British mail line must proceed first to Shanghai or Hongkong, either by the "intermediate" vessels of the Peninsular and Oriental, or by vessels belonging to some other line. It is regrettable that the British Mercantile Marine is not better represented in these waters.

An inquiry addressed to a passenger intending to proceed to Europe via India as to the line he will travel by elicits the almost invariable response "by German mail." The Norddeutsche Lloyd continues to own the most commodious and best appointed vessels on this route.

For practical purposes the arrangement of the work is so complete that a reference to its pages

enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the work will be found indispensable to all Europeans residing in China, and to the natives themselves it explains subjects fully with which very few indeed of them are perfectly acquainted. To natives resident in England and interested in China it cannot but be invaluable occasionally.

It comprises upwards of two thousand large quarto pages.

4 Vol. IMPERIAL QUARTO, Price \$20.

A Large REDUCTION in PRICE is made to Purchasers of SIX or more Copies.

HONGKONG:

"DAILY PRESS" OFFICE, 9, Praya Central

## THE FOREIGN TRADE OF JAPAN.

We have already referred to a portion of Mr. A. H. Lay's report on the foreign trade of Japan in 1899. We now quote what he says with regard to the division of the trade among the various nations dealing with Japan:—

Distribution of Trade was in the following proportions:—

British Empire—

Country. Imports. Exports. Total.

United Kingdom 27,313,088 21,149,764 28,462,832

Hongkong 1,083,193 3,939,365 5,067,558

British India 2,400,627 58,456 2,328,163

Australia ... 250,710 509,035

Canada ... 32,325 36,123 33,539

Total 11,084,924 6,597,233 17,682,157

Chinas ... 3,058,492 3,233,558 6,312,043

France ... 826,448 1,954,938 2,781,386

Germany ... 2,980,802 362,963 3,343,771

United States ... 6,406,872 5,360,153 11,773,023

of America ... 15,100

British Trade—

The value of the import trade which fell to the share of the United Kingdom was larger in 1899 than in 1899. Figures show an increase of 53 per cent. Cotton yarns, shirtings and cotton prints, cotton satins and cotton velvets, Italian cloths, woollen cloths, machinery and engines, locomotive engines and railway carriages, iron, bar and rod, rails, iron and steel (other), and paper are the chief imports in which we are interested.

The Japanese railway companies with few exceptions have discarded American locomotives in favour of those of British manufacture, merely using up but not replenishing their stock of the former, as they have experienced so much trouble from their boilers. It is only by one or two of the smaller railway companies and the Hokkaido Railway that orders for locomotives are still placed in the United States, and for two reasons, cheapness and despatch. While it is probable that those required for future use will be constructed in Japan, the United Kingdom will benefit by supplying the fittings, such as wheels, sole bars,

## NEW ADVERTISEMENTS

**F**OUND in Queen's Road Central, on the 15th of May last, a GOLD BROOCH (BRANCH AND LEAF PATTERN), set with Small PEARLS.  
The Loser may recover the same by applying to the Captain Superintendent of Police, Hongkong, 29th June, 1901. [1622]

TO LET.

**S**MALL GODOWN in DUDDELL STREET.  
For Particulars, apply to R. C. WILCOX,  
Hongkong, 29th June, 1901. [1616]

TO LET.

POSSESSION ON 1ST AUGUST.

**3** LARGE UNFURNISHED ROOMS,  
with use of COOKHOUSE, &c., \$40.00.  
Apply—

JOHN DOE,

Care of Office of this Paper.

Hongkong, 29th June, 1901. [1620]

TO LET, FURNISHED.

**N**O. 5, MOUNTAIN VIEW, THE PEAK,  
for Three Months from 1st July.  
Apply to—

W. HUTTON POTTS,

No. 3, Queen's Buildings.

Hongkong, 29th June, 1901. [1621]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.

**D**URING my temporary absence from the Colony, Mr. P. DE CHAMPMORIN will assume the CHARGE of the above Company's Agency at this port.  
G. de CHAMPEAUX,  
Agent.  
Hongkong, 29th June, 1901. [1614]

HONGKONG WATER POLO  
ASSOCIATION.

**E**NTRIES for the SHIELD COMPETITION CLOSE TO-MORROW, the 30th June, 1901. A. E. ALVES,  
Hon. Secretary.  
Hongkong, 29th June, 1901. [1617]

THE TRADE MARKS ORDINANCE,  
1898.APPLICATION FOR REGISTRATION OF  
TRADE MARKS.

**N**OTICE IS HEREBY GIVEN that  
MESSRS. JARDINE, MATHESON & CO., of Victoria in the Colony of Hongkong, and elsewhere, Merchants, have on the 1st March, 1901, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARKS, viz.—

a.—The distinctive device of Nine Dragons;  
b.—The distinctive device of a Chinese Flag between Flowers and other embellishments;

in the name of the said MESSRS. JARDINE, MATHESON &amp; CO., who claim to be the sole proprietors thereof.

The TRADE MARKS have been used by the Applicants in respect of the following goods, in the following Class, viz.:—Cotton Yarn, in Class 23.

Facsimiles of such TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 24th day of June, 1901.

DEACON & HASTINGS,  
Solicitors for the applicants.  
[1615]

TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE OF STEAMERS from SEATTLE (get Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship "KINTUCK," Sails from Seattle about the 10th of July "CHINGWO."

Sails from Seattle about the 24th of July "HYSON."

Sails from Seattle about the 10th of August "KAISOW."

Sails from Seattle about the 24th of August, and will be followed by the Company's regular sailing.

For further particulars, apply at THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK.

To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits, FRANK WATERHOUSE &amp; CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

Hongkong, 29th June, 1901. [1624]

THE HONGKONG WEEKLY PRESS will be ready on Monday, and will contain:

Leading Articles—

Plague Burials in Hongkong.

The Position of China.

Germany's Independence Claim.

Great Britain and the Opium and Rice Duties.

Germany in the Far East.

Medical Inspection of Arrivals at Hongkong.

Our New Admiral on the Navy.

The Crisis: Telegrams.

The Philippines.

Murder of a Minister in Japan.

Hongkong Sanitary Board.

The Plague.

Fatal Fire on Board Ship.

China Squadron Prize Firing.

The Sunken Dreadnaught.

Mohammedans in China.

Police Promenade Concert.

Wellswell.

Hoikow.

Swatow.

Fouchow.

Northern Notes.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.

Supreme Court.

Correspondence.

Shooting.

Hongkong Volunteer Corps.

Water Polo.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, 32 cents.

Extra copies 30 cents each (cash).

Copies can be posted from the Office to address sent; including postage, 34 cents each, \$1 for three copies (cash).

Hongkong, 29th June, 1901.

## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

**T**HE Undesignated have received instructions from the Acting Official Receiver to Sell by Public Auction, on MONDAY, the 1st July, 1901, at 11 A.M., at the Base Commissioner Depot, A QUANTITY OF STORES.

TERMS.—As usual.  
HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 29th June, 1901. [1610]

## FOR SALE.

**T**HE GERMAN STEAMER "MUEENCHEN,"  
4,536 Tons Gross, 2,855 Tons Nett, as she now lies in the Cosmopolitan Dock at Kowloon, Hongkong, in damaged condition with all her GEAE, TACKLE ENGINES, BOILERS, MACHINERY and APPURTENANCES now on Board.

For Particulars and Inspecting Order, Apply to—

## SUNDAY OFFICE FURNITURE.

TEAKWOOD DESKS, OFFICE CHAIRS, LETTER BOXES, STATIONERY CASES, COUNTERS, ONE LARGE COPYING PRESS and STAND, BOOK RACKS, &c., &c.

## AND

A Quantity of COMMERCIAL CODES.

TERMS.—As usual.

The above are now on view.

HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 26th June, 1901. [1593]

## AUCTION

## PUBLIC AUCTION.

**T**HE Undesignated have received instructions from the Acting Official Receiver to Sell by Public Auction, on MONDAY, the 1st July, 1901, at 2:30 P.M., at No. 17, Des Voeux Road, above the Office of the P. & O. S. N. Co.

UNDER AN ORDER OF THE COURT, TO-DAY (SATURDAY), the 29th inst., at 2:30 P.M., at No. 17, Des Voeux Road, above the Office of the P. & O. S. N. Co.

TEAKWOOD DESKS, OFFICE CHAIRS, LETTER BOXES, STATIONERY CASES, COUNTERS, ONE LARGE COPYING PRESS and STAND, BOOK RACKS, &c., &c.

AND

A Quantity of COMMERCIAL CODES.

TERMS.—As usual.

The above are now on view.

HUGHES & HOUGH,  
Government Auctioneers.  
Hongkong, 26th June, 1901. [1593]

## TO LET.

## TO LET.

**A** HOUSE in BEIJING TERRACE.

HOUSES AT LEIGHTON HILL,  
"FAIREVIEW," Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO. LTD.  
Hongkong, 2nd May, 1901. [66]

## TO LET.

## POSSESSION APRIL 1ST.

**N**O. 1, STEWART TERRACE.

Apply to—

J. W. NOBLE,  
Hongkong, 6th March, 1901. [661]

## TO LET.

## IMMEDIATE POSSESSION, ONE

LARGE GODOWN, NO. 85, BEIJING

EAST.

Apply to—

I. P. MADAR,  
Victor Hotel,  
Hongkong, 8th June, 1901. [450]

## TO LET.

## NO. 2, QUEEN'S GARDENS, till 15th

August, 1901, FURNISHED.

Apply to—

S. J. DAVID & CO.,  
Hongkong, 8th June, 1901. [451]

## BOARD AND RESIDENCE.

Apply to Mrs. MATHER,  
2, Peader's Hill,  
Hongkong, 1st January, 1892. [452]

## BOARD AND RESIDENCE.

Mrs. SIDNEY JEFFREY,  
"VERITAS,"

BEACH ROAD WEST,

FELIXSTOWE, SUFFOLK,  
ENGLAND.

Hongkong, 28th August, 1900. [733]

## THE

## REGISTRATION OF TRADE MARKS

ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF

TRADE MARK.

**N**OTICE IS HEREBY GIVEN that

HUNLEY & PALMER'S, LIMITED,

have, on the 28th day of March, 1901, applied

for the registration, in Hongkong, in the

Registers of TRADE MARKS, of the following TRADE MARKS—

(1).—A Label Wrapper or Covering adapted

for application to the cover and four

sides of one of the boxes in which the

proprietors' Biscuits are commonly sold;

the portion of the wrapper which

occupies the top of the box bearing a

view of the proprietors' works;

the portion at the front and rear the

proprietors' name coupled with the words

"Superior Reading Biscuits" and

the end portions the words "HUNLEY" and

PALMER'S READING BISCUITS" ar-

ranged in acrostic;

And

(2).—A representation of a Garter and

Buckle, the Garter bearing the words

"HUNLEY" and "PALMER'S READING

BISCUITS";

In the name of HUNLEY & PALMER'S,

LIMITED, who claim to be the Proprietors

thereof.

The TRADE MARKS Nos. 1 and 2 have been

used by the applicants in respect of the follow-

ing goods:—Biscuits in Class 42.

Facsimiles of the TRADE MARKS can be

seen at the Office of the Colonial Secretary, of

Hongkong.

Dated the 30th day of May, 190

HONGKONG  
BUSINESS DIRECTORY.

## BOOKBINDING

"DAILY PRESS" OFFICE,  
The only office in China having European  
taught workmen. Equal to Home Work.

## BUILDERS

KANG ON,  
Contractor; 30, D'Aguilar Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.

Mechanics engaged. Estimates given

## CHEMISTS, DRUGGISTS, &amp;c.

THE PHARMACY,  
10, Queen's Road Central. Family and  
Dispensing Chemists, Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY.  
Chemists and Druggists, High-class Aromatic  
Waters, Deodorants, in Photographic  
Requisites, Queen's Road.

## FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Film and Accessories;  
17a, Queen's Road Central.

## JEWELLER

MAISON LEVY HERMANOS.  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo.

## PHOTOGRAPHERS

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The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Enlargements, Every Miniature, Oil  
Paintings, &c. Ice House Street.

MEE CHEUNG,  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, &c.; Develop-  
ment Works, Amateurs' Requisites

M. MUMAYA, JAPANESE ARTIST.  
Enamels and Crayon Engravings and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8a, Queen's  
Road Central.

## PRINTING

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

## STOREKEEPERS

F. BLACKHEAD & CO.  
Navy Contractors, Ship Chandlers, Sail-  
makers, Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

BISMARCK & CO.  
Navy Contractors, Ship Chandlers, Sail-  
makers, Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.  
Ship Chandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 14a, Des Voeux Road.

MORE & SEIMUND,  
43 and 45, Des Voeux Road. Ship Chandlers,  
Sailmakers, Riggers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners' Composition ("Gre-  
enland Brand") and Blended  
Spence & Co.'s Composition.

## TAILORS

R. HAUGHTON & CO.  
Naval, Military and Cont. 16, Queen's Road,  
Opposite Kahn's Curio Store.

## TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS."  
Imports of the Best Manila Cigars; 25,  
Pottinger Street.

## WATCHMAKERS

DROZ & CO.,  
10, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

## EYE-SIGHT.

M. N. LAZARUS.  
Optician, of London and Calcutta,  
may be consulted for SPECTACLES at  
16, Queen's Road Central.

(R. HOUGHTON & CO.)  
(Nearly opposite the HONGKONG HOTEL).  
Business Hours: ... 9 a.m. to 5 p.m.

A great proportion of cataracts and diseases  
affecting those advancing in life occur to  
those having some deficiency in the construction  
of the eyes—the many years of "Eye Strain",  
ending in serious forms of disease. Glasses  
especially adapted in youth to those requiring  
them save and preserve the sight.

Constantly recurring headaches, spells of  
dizziness when reading, weak eyes, the letters  
running together; any of these symptoms indi-  
cate a deficiency in the form of the eye requir-  
ing glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES  
only after testing the sight.

## ADVICE FREE.

DISTRIBUTION OF PROCEEDS OF  
SALVAGE EX S. S. "HAINAN."

ALL those Companies and/or Firms,  
interested in the Cargo of the S. S.  
"HAINAN," are requested, if they have not  
already been in communication with the under-  
signed, to send in the amount of their lines by  
signed to the under-signed on the above-named steamer to the under-signed  
or before FRIDAY, the 5th of July, 1901.

The undersigned will not acknowledge any  
claims sent in after this date.

SIMSEN &amp; CO.

Agents,  
UNION OF HAMBURG UNDER-  
WRITERS.  
Insurers of Hull and Machinery  
S. S. "HAINAN."

Hongkong, 21st June, 1901.

[ALL RIGHTS RESERVED.]

## AT BREAK OF DAY.

BY  
MABEL COLLINS  
(Author of "The Mystery of Blaythcayle Hall," &c.).

(Continued.)

A bitter winter set in, and coals were dear, and only small fires could be kept up on the two peaces which formed Richard's income. But he and Lizzie Ann were as well content as it was possible for them to be. They would sit together for long hours, looking into the red heart of their bit of fire, Lizzie Ann's hand lying on her husband's knee. Sometimes this hand would clasp hers, and they would stay thus, motionless through a long silence—a silence which had in it the quality of feeling which words cannot express, and then at last, Richard, rousing, would say under his breath "the little lad—the little lad!"—and Lizzie Ann would breathe the dry sob that it is all nature's relief when the fount of tears has run utterly dry. And both saw before them the blue, blue eyes, and the smiling child mouth, and the hungry hearts cried out to know where those beautiful things had gone.

Richard, not only stumbled, but staggered sometimes, now, as he faced the fierce cold winds of the raw winter mornings before the sun had sent even one gleam of light to cheer or warm them. Janie Hayes tried hard to learn to wake herself, in the hope that she could plan it so that he should not have to come up the street again to her house; but it was good—she could not rouse from the deep sleep of utter weariness that wrapped her from the moment that she lay on her bed till the loud tapping came on the pane of her window. She reproached herself for it very often, and wondered why it was she could not get up if poor shabby Richard could, with his dreadful cough and his weakness; but her mother sighed and smiled at once—evidently for Richard's sufferings, which gave him so little rest, and smiled for her girl's youth and healthful sleep.

A dreadful morning came when Richard could not get up. He tried many times, and fell back again. "O, little lad!" he gasped, "what shall I do?" Lizzie Ann heard him and roused herself.

"You are ill," she said, "you cannot go."

"I must!" he gasped out, "why there's five from one room in the factory in your house down street. Not one of them will wake me, and there's Janie Hayes—bless her pretty face—I will not fail her, the little lad would not like me to—" and then he fell back gasping helplessly.

But everyone was knocked up, and everyone answered, as usual, and all was right; only Janie Hayes had a wonderful dream. She started awake (so she thought) the instant the tapping came, and sat up in bed looking at the window. The day was just breaking, and by the faint gleam of light the saw distinctly little Richard's face pressed against the glass, his blue eyes bluer and darker than ever, and his pretty curly hair were so wet when she last saw them, all dry and fluffy. And he was laughing, laughing gaily and waving one little hand to her.

Janie woke her mother, and told her, before she went out, how she had dreamed of little Richard, and she begged her to step down early, and see if all was well at the Brierleys. The girl went off to her work full of her strange, bright dream, not knowing whether to be glad or sad, but very deeply moved, for she felt as if she had really seen little Richard. She caught herself more than once wondering how it was that he could look so gay when his father was so ill, and poor Lizzie Ann's heart sick, just as though she had really seen him in the flesh looking glad at a wrong time. It was a curiously real memory to be left on her by a mere dream, but it wore off as the day went on, and she had almost forgotten it when she came home at tea time, and ran upstairs with her quick, light step. She was startled to find her mother sitting beside the hearth crying quietly to herself.

"What is it, mother?" cried Janie in dismay. Mrs. Hayes wiped the slow tears from her worn, thin face, and answered her softly.

"Richard Brierley's gone," she said.

"Dead? Do you mean? When did he die?"

"Twas as break of day," was the answer.

Lizzie Ann says he suddenly lifted himself up with a strange gasp, and his eyes wide open all at once, with a most wonderful light in them, just as if he was pleased and overjoyed at something he saw. And then he fell back dead."

Janie stood still to listen, just where she was, with her hand still on the door. She saw before her again the glad face and bright eyes of little Richard, as she had seen them in her dream at break of day. What made them both so glad she wondered!

"Taint Richard as I'm grieving fer," went on Mrs. Hayes, "any, 'tis a blessed release for him, and I'd never be the fool to grieve for him that he should go." Twas certain he must go soon, one way or other, and it's a mercy he should go quick, and not have any more pain. Surely he's had enough. It was time for him to go to a better place than this world. But I do grieve for poor Lizzie Ann. She must go into the 'house' now: she hasn't got strength to turn to and do for herself, after all she's been through. And it's hard for her—hard for her yes it is. And she's but a youngish woman still, if only she weren't so worn out. It's been hardest for Lizzie Ann all through, and it is still."

Janie came forward now and stood by the hearth, her hands clasped tight in front of her, as if in supplication.

"Oh, mother," she said presently, "couldn't we fetch Lizzie Ann and keep her here with us? I know it is very little room even for us two, but we could manage, and it would be better for her than being all alone in that sad place. Perhaps presently some way could be found for her to earn a little so that she needn't go into the house. Do let us try and think, mother. I'm sure these two, that must be so happy to have met, will be wishing that we would not leave Lizzie Ann all by herself."

Mrs. Hayes did not answer for a moment, and Janie felt her heart sink with dismay. Could it be that her mother was not willing? Oh, but that would not be like her.

"You go, Janie," said Mrs. Hayes, after a little pause, "you go and see what you can do. I've tried my best, but I couldn't persuade her. Of course I thought of it directly. Poor as it is, it would be better for her than staying there. But she won't leave till she has to, I doubt. She will have to very soon, and then we will see. But you go and try."

Janie went down the stairway again directly, and met her lover coming for her; he, too, having the same thought. And together they went down the street, and heard much talk about the mystery of how the knock-up had apparently called at every house as usual; and of how some thought they must have fancied the knock, and just woke at the usual time from habit; while others said they heard it plainly, and that they looked out as usual to give their answer, and could see no one. One man who slept in a down-stair room said he opened the front door of the house, and seeing no one standing there

looked up and down the street, but it was empty. He maintained that the usual knock had been given on the door, and would not alter his story for any cross-examining. But a more important subject was started by some practical mind—who was to be the life knocker-up, for one must be found that day.

In the sad little home a weary woman sat leaning back in her chair beside a cold hearth. It wasn't worth while to kindle a fire; now there was but herself alone. She had lived for those others entirely, and knew not how to begin to live without them. The pain was hard and sore yet; and the chill darkness did not lift from her face when Janie knelt at her side and spoke warm words in a storm of pitying tears.

But when Richard's body had been carried away the pain dull and tired like herself, and she lost even the resolution to keep alone, and nurse her grief; and then Tom and Janie had their way, and together they led her up the stairs to the room where Mrs. Hayes sat waiting by the fire, and where Janie had seen little Richard's bright face and laughing eyes at the window, in her dream, or her vision, as she herself always called it. And she told Lizzie Ann all about this dream, as they sat and whispered together how wonderful it was that everybody had been knocked up that morning. Lizzie Ann sat looking at the window many a time, and one day she said a strange thing.

"I begin to feel it was little Richard himself that you saw! He wanted me to know that he was there to meet his father and tend on him; he guessed it would make it easier for me to know that he was wonderful thoughtful for me."

She never left this friendly little home till she was carried from it to her grave, and that was not long after. It was a joy to those who cared for her to nurse her towards the end, her eyes shone so with the faith and the knowledge within her.

"I can feel them touch me—I can hear them speak," she whispered more than once just before her death, and passed away with a light as of ecstasy on her face.

Mrs. Hayes went the same road, very peacefully soon after her. And then in but a little time Janie became "Janie Stott at Bank." This distinguishing name arose from the circumstance that Tom's cot was close to a mound called the Bank. A bright and bonny pair went home to this cot, and very happy was the life they lived in it. And when Janie was a beautiful white-haired old woman she told her grand-children about little Richard, and how he was a tiny little old man who lived in the house, and how he came to her window at break of day. This was the story the little ones loved best of all those she told them, and they constantly begged to hear it all over again.

[THE END.]

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.  
With CHAMBER for 10 CARTRIDGES,  
FIRING 10 SHOTS in 2 SECONDS

SIEMSSON &amp; CO.

Hongkong 3rd October, 1900. [75]

R. J. REMEDIOS.  
FOREIGN AND COLONIAL STAMP DEALER

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [1396]

FROM PORTSMOUTH TO PEKING VIA LADYSMITH WITH A NAVAL BRIGADE.

ILLUSTRATED WITH FOUR MAPS.

On Sale at "DAILY PRESS" OFFICE, LOCAL BOOKSELLERS, SOLDIERS' CLUB, SOLDIERS' and SAILORS' HOME, ROYAL NAVAL CANTEEN.

Price \$1 per Copy Paper Covers; \$1.50 in Boards.

Hongkong, 18th March, 1901. [782]

Y. R. H. BROWN &amp; CO., LTD.

CODE WORD: "DOCK" NAGASAKI

A.I., A.B.C., Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide 264."

DOCK No. 2 (at MUKAJIMA).

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide 22 "

PATENT SLIP (at KOSUGE).

Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

The COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

[1603]

PROGRESSIVE DIETARY, unique in providing nourishment suited to the growing digestive powers of young infants from birth upwards, and free from dangerous germs.

The "Allenburys" Milk Food No. 1

Specially adapted to the first three months of life.

The "Allenburys" Milk Food No. 2

Similarly adapted to the second three months of life.

The "Allenburys" Malted Food No. 3

For Infants over six months of

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLIED TO	TO BE DISPATCHED
LONDON, &c., VIA PORTS OF CALL	JAPAN	Brit. str.		C. G. Talbot, E.N.R.	P. & O. S. N. Co.	To-day, at 11 A.M.
LONDON & ANTWERP	CHUSAN	Brit. str.		G. L. Daniel	P. & O. S. N. Co.	On 6th July, at Noon.
LONDON	GLENECK	Brit. str.		J. Hafferty	MCGREGOR BROS. & CO.	On 11th July.
LONDON	PROMETHEUS	Brit. str.			BUTTERFIELD & SWINE	On 11th July.
LIVERPOOL DIRECT	AEGIR	Brit. str.			BUTTERFIELD & SWINE	On 23rd July.
BREMEN, VIA PORTS OF CALL	PELEUS	Brit. str.			BUTTERFIELD & SWINE	On 6th Aug.
MARSELLLES, &c., VIA PORTS OF CALL	GLAUCUS	Brit. str.			BUTTERFIELD & SWINE	On 15th July.
MARSELLLES, LONDON & ANTWERP, V. SPOER, &c.	KIATSUCHOU	Brit. str.		P. Lunschloss	MELCHERS & CO.	On 11th July, at Noon.
HAVRE, BREMEN & HAMBURG	SYDNEY	Fren. str.		Aubert	MELCHERS & CO.	On 1st July, at 1 P.M.
HAVRE & HAMBURG	WAKASA MARU	Jap. str.		J. B. McMillan	NIPPON YUSEN KAISHA	On 12th July, at Daylight.
HAVRE & HAMBURG	SAMIA	Ger. str.		Schmidt	HAMBURG-AMERICA LINIE	On 26th July.
HAVRE & HAMBURG	WEURZBURG	Ger. str.		Schneider	HAMBURG-AMERICA LINIE	On 9th Aug.
HAVRE & HAMBURG	ACILLA	Brit. str.		v. Dohren	HAMBURG-AMERICA LINIE	On about 2nd July.
HAVRE & HAMBURG	LOWTHER CASTLE	Brit. str.		DODWELL & CO., LIMITED	JARDINE, MATHESON & CO.	On 16th July.
HAVRE & HAMBURG	INDRANI	Brit. str.			SHEWAN, TOME & CO.	On about 1st Aug.
HAVRE & HAMBURG	ABARA	Brit. str.		Williamson	CARLOWITZ & CO.	Quiet despatch.
HAVRE & HAMBURG	L SCHEPP	Amer. ship.			CANADIAN PACIFIC R. CO.	On 17th July.
HAVRE & HAMBURG	TARZAN	Brit. str.			CANADIAN PACIFIC R. CO.	On 8th July.
HAVRE & HAMBURG	EMPEROR OF JAPAN	Brit. str.			DODWELL & CO., LIMITED	On 8th July, at 4 P.M.
HAVRE & HAMBURG	QUEEN ADELAIDE	Brit. str.		M. J. Currow	NIPPON YUSEN KAISHA	Quick despatch.
HAVRE & HAMBURG	IDEMI MARU	Jap. str.		G. A. Rodway	JARDINE, MATHESON & CO.	On or about 6th July.
HAVRE & HAMBURG	KAISSOW	Brit. str.			SHEWAN, TOME & CO.	TOYO KISEN KAISHA
HAVRE & HAMBURG	INDRAPEKA	Brit. str.			PACIFIC MAIL S. S. CO.	On 13th July, at Noon.
HAVRE & HAMBURG	AMERICA MARU	Jap. str.			BUTTERFIELD & SWINE	On 6th July.
HAVRE & HAMBURG	CITY OF PEKING	Amer. str.			BUTTERFIELD & SWINE	On about 14th July.
HAVRE & HAMBURG	TAIWAN	Brit. str.		E. G. Andrews	P. & O. S. N. CO.	To-day, at 4 P.M.
HAVRE & HAMBURG	MALECA	Brit. str.		J. S. Thompson	NIPPON YUSEN KAISHA	On 5th July.
HAVRE & HAMBURG	TRIMAN	Brit. str.		F. Davies	NIPPON YUSEN KAISHA	On 16th July, at Noon.
HAVRE & HAMBURG	KAWACHI MARU	Jap. str.		T. Mural	BUTTERFIELD & SWINE	On 10th July.
HAVRE & HAMBURG	BINGO MARU	Jap. str.		Schuldt	PACIFIC MAIL S. S. CO.	On 1st July, at 3 P.M.
HAVRE & HAMBURG	HIBOSHIMA MARU	Jap. str.		Sellier	BUTTERFIELD & SWINE	On or about 2nd July.
HAVRE & HAMBURG	KWANTUNG	Brit. str.		S. Bartham	SIEMSEN & CO.	On or about 5th July.
HAVRE & HAMBURG	LOONMOON	Brit. str.			MESSENGERS MARITIMES	On 6th July.
HAVRE & HAMBURG	ANNAM	Brit. str.			BUTTERFIELD & SWINE	Quick despatch.
HAVRE & HAMBURG	BENGAL	Brit. str.			Siemens & Co.	To-day.
HAVRE & HAMBURG	WOERUNG	Brit. str.			MELCHERS & CO.	On 3rd July, at Daylight.
HAVRE & HAMBURG	HIEH-HO	Brit. str.			MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
HAVRE & HAMBURG	SIAM	Brit. str.			MITSUI BUSSAN KAISHA	To-day.
HAVRE & HAMBURG	MAIDZURU MARU	Jap. str.			Douglas, Laprade & Co.	To-day, at Noon.
HAVRE & HAMBURG	ANPING MARU	Jap. str.			BUTTERFIELD & SWINE	On about 14th July.
HAVRE & HAMBURG	DAIGI MARU	Jap. str.			SHEWAN, TOME & CO.	On 3rd July, at 3 P.M.
HAVRE & HAMBURG	THALES	Brit. str.			BUTTERFIELD & SWINE	
HAVRE & HAMBURG	CHINHIAO	Brit. str.		J. Battenden	DAVID SASCOON, SONS & CO.	
HAVRE & HAMBURG	DIAMANTE	Brit. str.				
HAVRE & HAMBURG	TAWAN	Brit. str.		J. G. Olifent		
HAVRE & HAMBURG	CATHARINE APCAR	Brit. str.				

## SHIPPING.

## VESSELS ON THE BERTH

THE CHINA &amp; MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE."

Captain J. Battenden will be despatched as above TO-DAY, the 29th inst., at NOON.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOME &amp; CO.

General Managers.

Hongkong, 27th June, 1901. [1600]

THE OSAKA SHOSHO KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU."

Captain K. Sasaki will be despatched for the above ports TO-DAY, the 29th June.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 26th June, 1901. [18]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"THALES."

Captain Rossen will be despatched for the above ports TO-MORROW, the 30th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAPRADE &amp; CO.

General Managers.

Hongkong, 27th June, 1901. [1607]

THE OSAKA SHOSHO KAISHA, LIMITED.

FOR TAMSWI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU."

Captain K. Sasaki will be despatched for the above ports TO-MORROW, the 30th inst.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 24th June, 1901. [17]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICERRY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSELLLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 1st July, 1901, at 1 P.M., the Company's Steamship "SYDNEY," Captain Aubert, with Mail, Passengers, Specie and Cargo, will leave this port for MARSELLLES, the ports of call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marcellles, and accepted in transit through Marcellles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 30th June.

(Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 18th June, 1901. [12]

FOR NEW YORK.

THE 8/3 A II American ship

"L. SCHEPP"

will load for the above port, and will have quick despatch.

For Freight, apply to CABLOWITZ &amp; CO.

Hongkong, 3rd June, 1901. [1414]

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FO	STEAMERS	TO SAIL ON	REMARKS
YOKOHAMA, VIA SHANGHAI, MOJI	MALACCA	4 P.M. 28th	Freight or Passage.

LONDON	JAPAN	11 A.M. 29th	Freight or Passage.
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SHANGHAI	BENGAL	About 5th	Freight or Passage.
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LONDON, &c.	CHUSAN	Noon, 6th	See Special Advertisement.
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For Further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 15th June, 1901. [1]

## HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, NO. 1.

Hongkong, 18th June, 1901. [1051]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

SAMBIA	HAVRE, BREMEN & HAMBURG	{ On 12th July } Freight.
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WURZBURG	HAVRE & HAMBURG	{ On 26th July } Freight.
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ACILLA	HAVRE
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## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"DEUCALION"	On 30th June.
GLASGOW and LIVERPOOL	"PATROCLES"	On 10th July.
GLASGOW and LIVERPOOL	"STENTOR"	On 23rd July.
GLASGOW and LIVERPOOL	"TANTALUS"	On 29th July.
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 7th August.

## HOMEBWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"PROMETHEUS"	On 11th July.
LONDON	"ALCINOUS"	On 23rd July.
LONDON	"HELEUS"	On 6th Aug.
LIVERPOOL DIRECT	"GLAUCUS"	On 16th July.
(Taking cargo at London rates)		

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS O. S. S. CO.

Hongkong, 28th June, 1901.

[15]

CHINA NAVIGATION CO.,  
LIMITED.

## FOR

## STEAMERS

## TO SAIL

LOILO and CEBU	"CHINKIANG"	On 29th June.
YOKOHAMA, KOBE and MOJI	"TSINAN"	On 2nd July.
BRISBANE, SYDNEY and MEL-	"TAIYUAN"	On 6th July.
BOURNE	"WOOSUNG"	On 6th July.
SHANGHAI	"KWEIYANG"	On 10th July.
TIENTSIN	"TAIWAN"	On or about 14th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 29th June, 1901.

[16]

## HAMBURG-AMERIKA LINIE.

## FOE SHANGHAI.

THE Steamship

"LOONMOON,"

Captain Schulte, will be despatched for the above port on MONDAY, the 1st July, at 1 p.m.

This steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to

SIEMSEN & CO.,  
Agents.

Hongkong, 27th June, 1901. [1603]

REGULAR STEAMSHIP SERVICE TO  
NEW YORK

## VIA BOSTON AND SUZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LOWTHER CASTLE" About 2nd July.

"HUDSON" " 1st Aug.

"HEATHBURN" " "

"JUPITER" " "

"SATSUMA" " Calling at MANILA.

For Freight and further information, apply to

DODWELL & CO., LTD.,  
Agents.

Hongkong, 24th May, 1901. [878-1194-983]

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE  
AND YOKOHAMA.

THE Company's Steamship.

"ANNAM,"

Captain Sellier, will be despatched for the above ports on or about TUESDAY NEXT,

the 2nd July.

For Freight or Passage, apply to

G. DE CHAMPEAUX,  
Agent.

Hongkong, 26th June, 1901. [162]

THE OSAKA SHOSEN KAISHA,  
LIMITED.FOR FOOCHOW VIA SWATOW AND  
AMOY.

THE Company's Steamship.

"ANPING MARU,"

Captain S. Atsuri, will be despatched for the above ports on WEDNESDAY, the 3rd July.

Daylight.

For Freight or Passage, apply to

THE MITSUBUSSAN KAISHA,  
Agents.

Hongkong, 19th June, 1901. [19]

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Olifent, will be despatched for the above port on WEDNESDAY, the 3rd July, at 3 P.M.

For Freight or Passage, apply to

DAVID SASCOON, SONS & CO.,  
Agents.

Hongkong, 27th June, 1901. [1508]

THE EAST ASIATIC COMPANY,  
LIMITED.

## NOTICE TO SHIPPERS.

FOR SHANGHAI PORT ARTHUR  
AND VLADIVOSTOCK.

THE Company's Steamship.

"SHAM,"

Captain Ghosh, due here about WEDNES-

DAY, the 3rd July, a/c, will load here as above

and will have quick despatch.

For Freight or Passage, apply to

MELCHERS & CO.,  
Agents.

Hongkong, 27th June, 1901. [1608]

SHEWAN TOMES & CO'S NEW YORK  
LINE.

## FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"INDRANI"

will be despatched for the above port on or

about 10th July, 1901.

For Freight or Passage, apply to

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 12th June, 1901. [1582]

THE UNITED STATES AND CHINA  
JAPAN STEAMSHIP LINE.

## FOR NEW YORK VIA SUEZ CANAL

THE Steamship

"GLENESK."

Captain J. Rafferty, will be despatched for

the above port on or about 1st August, 1901.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 14th June, 1901. [1573]

## VESSELS ON THE BERTH.

## U. S. MAIL LINES.

## PACIFIC MAIL S.S. CO. OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,  
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPEVIA  
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING  
STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at NOON.
"GAELIC"	TUESDAY, 23rd July, at NOON.
"CHINA"	TUESDAY, 6th Aug., at NOON.
"DORIC"	THURSDAY, 15th Aug., at NOON.
"PERU"	SATURDAY, 31st Aug., at NOON.
"COPTIC"	TUESDAY, 10th Sept., at NOON.

THE P. M. S. S. CO.'s Steamer "CITY OF PEKING" will be despatched for SAN FRANCISCO via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States and Europe.

Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamer, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passenger holding through ORDERS TO EUROPE have the choice of the Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Passenger holding orders for OVERLAND CITIES in United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Points, are granted to Missionaries, members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS. Special rates (first class only) are confined and will apply only to Missionaries, members of the Naval and Military Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETUR PASSAGE.—Passenger who do not hold round-trip tickets but who have paid full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months, will be allowed a reduction of ten per cent from fare to San Francisco or Honolulu.

Passenger holding through ORDERS TO EUROPE have the choice of Overland Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY, on payment of £4 in addition to the regular tariff rate.

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## POST OFFICE NOTICES.

The *Anam*, with the French Mail of the 31st ult., left Saigon on Saturday, the 29th inst., at 8 a.m., and may be expected here on or about Tuesday, the 2nd prox. This packet brings replies to letters despatched from Hongkong on 27th April.

## MAILS WILL CLOSE.

FOR	PEE	DAY AND HOUR.
Canton	Hankow	Saturday, 29th, 7.30 A.M.
Singapore	Japan	Saturday, 29th, 10.30 A.M.
Singapore	Glenary	Saturday, 29th, 11.00 A.M.
Manila	Diamant	Saturday, 29th, 11.30 A.M.
Macao	Hongkong	Saturday, 29th, 1.15 P.M.
Shanghai, Moji and Kobe	Makato	Saturday, 29th, 3.00 P.M.
Kamtschat and Samshai	Tungkong	Saturday, 29th, 3.00 P.M.
Holm and Cohn	Chinakiang	Saturday, 29th, 4.00 P.M.
Swatow and Deli	Tailee	Saturday, 29th, 5.00 P.M.
Swatow, Amoy and Foochow	Thales	Saturday, 29th, 5.00 P.M.
Yokohama and Kobe	Silicia	Sunday, 29th, 9.00 A.M.
Canton	Powen	Monday, 1st July, 8.00 A.M.
Europe, &c., India via Tuticorin		Registration 10.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)

FOR	PEE	DAY AND HOUR.
Europe, &c., India via Tuticorin		Saturday, 29th, 7.30 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Shanghai	Sydney	Papers 10.30 A.M.
Hongkong		Letters 11.00 A.M.
Yokohama and Kobe		Monday, 1st July, 2.00 P.M.
Singapore, Penang and Calcutta		Monday, 1st July, 3.00 P.M.
SHANGHAI, NAGASAKI, KOBE YOKOHAMA, HONOLULU and SAN FRANCISCO		Tuesday, 2nd July, 4.00 P.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		Wednesday, 3rd July, 5.00 P.M.
Brisbane, Sydney and Melbourne		Thursday, 4th July, Registration 10.00 A.M.
Europe, &c., India via Tuticorin		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Letters 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		Circulars 8.00 A.M.
Shanghai, Port Arthur, Chefoo & Newchwang		Registration 10.00 A.M.
Tientsin		(Registration, with late fee of 10 cents, up to 10.45 A.M.)
Europe, &c., India via Tuticorin		Papers 10.30 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.)		Letters 11.00 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne		Saturday, 6th July, 4.00 P.M.
SHANGHAI, NAGASAKI, KOBE YOKOHAMA, VICTORIA and VANCOUVER, B.C.		Sunday, 14th July, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		Wednesday, 17th July, Registration 10.00 A.M.

## COMMERCIAL.

## CLOSING QUOTATIONS.

28th June.

ON LONDON.—	Telegraphic Transfer	1.114
	Bank Bills, on demand	1.111
	Bank Bills, at 30 days sight	1.111
	Bank Bills, at 4 months' sight	1.111
	Credits, at 4 months' sight	1.111
	Documentary Bills, 4 months' sight	1.111
ON PARIS.—	Bank Bills, on demand	2.40
	Credits, at 4 months' sight	2.49
ON GERMANY.—	On demand	1.994
ON NEW YORK.—	Bank Bills, on demand	.471
	Credits, 60 days sight	.481
ON BOMBAY.—	Telegraphic Transfer	1.461
	Bank, on demand	1.47
ON CALCUTTA.—	Telegraphic Transfer	1.461
	Bank, on demand	1.47
ON SHANGHAI.—	Bank, at sight	.723
	Private, 30 days' sight	.73
ON YOKOHAMA.—	On demand	.51 p.c. pm
ON MANILA.—	On demand	.51 p.c. pm
ON SINGAPORE.—	On demand	.51 p.c. pm
ON BATANIA.—	On demand	.117
ON HAIPHONG.—	On demand	2.1 p.c. pm
ON SAIGON.—	On demand	2.1 p.c. pm
ON BANGKOK.—	On demand	.304
	Sovereigns, Bank's Buying Rate	.10.15
	Gold Leaf, 100 fine, per tael	.82.50
	Bar Silver, per oz.	.21

OPUM.—	27th June.
Quotations are:—Allowance net to 1 catty.	
Malwa New	.3830 to .8840 per catty.
Malwa Old	.8860 to .8870
Malwa Older	.8880 to .8890
P. F. per-wraped	.3830 to —
Persian fine quality	.8850 to —
Persian extra fine	to —
Patna New	.8850 to — per chest.
Patna Old	.8860 to —
Banaras New	.8845 to —
Banaras Old	.8842 to —

## VESSELS EXPECTED.

## THE FRENCH MAIL.

The M. M. steamer *Anam*, with the next French mail, will leave Saigon on the 29th inst., at 4 a.m., for this port.

## THE AMERICAN MAIL.

The P. M. steamer *City of Peking*, with mails, &c., from San Francisco to the 31st inst., via Honolulu, has arrived at Yokohama, and will leave for this port on this morning, via Inland Sea, Kobe, Nagasaki and Shanghai.

The O. & O. steamer *Gaelic*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 14th inst.

The T. K. steamer *Houngkong Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 22nd inst.

## THE CANADIAN MAIL.

The C. P. R. steamer *Empress of Japan* left Vancouver on Tuesday, the 18th inst., a.m., for Hongkong via the usual Japanese ports of call.

## NEIGHBOUR STEAMERS.

The N. P. steamer *Gleneck* has arrived at Yokohama and sails for Hongkong on the 20th inst.

The O. S. S. steamer *Ilevalon* left Singapore on the 23rd inst., at noon, and is due in Hong Kong on the 30th inst.

The N. P. steamer *Olympia* has arrived at Yokohama and sailed for Hongkong on the 24th inst.

The H. A. L. steamer *Aclita*, from Hamburg, left Singapore for this port on the 25th inst.



WAPER JOHNSTONES'S  
SQUARE BOTTLE WHISKY.  
SHIPPER'S

Cutler, Palmer & Co., London.  
AGENTS  
LANE, CRAWFORD & CO.  
HONGKONG.

## JOINT STOCK SHARES.

Hongkong, 24th June.

COMPANY.	PAID UP.	QUOTATIONS.	VISITORS AT HOTELS.
Banks—			HONGKONG HOTEL.
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